



NORTH CAROLINA
Turnpike Authority

STIP Project Nos. R-3329 & R-2559
Federal Aid Project No. STP-NHF-74(90)

Monroe Connector/Bypass
**Pre-Hearing
Open House**



Information in this Slideshow

- **Background Information**
- **Project Purpose**
- **Description of Alternatives (DSAs)**
- **Draft EIS**
- **Recommended Alternative**

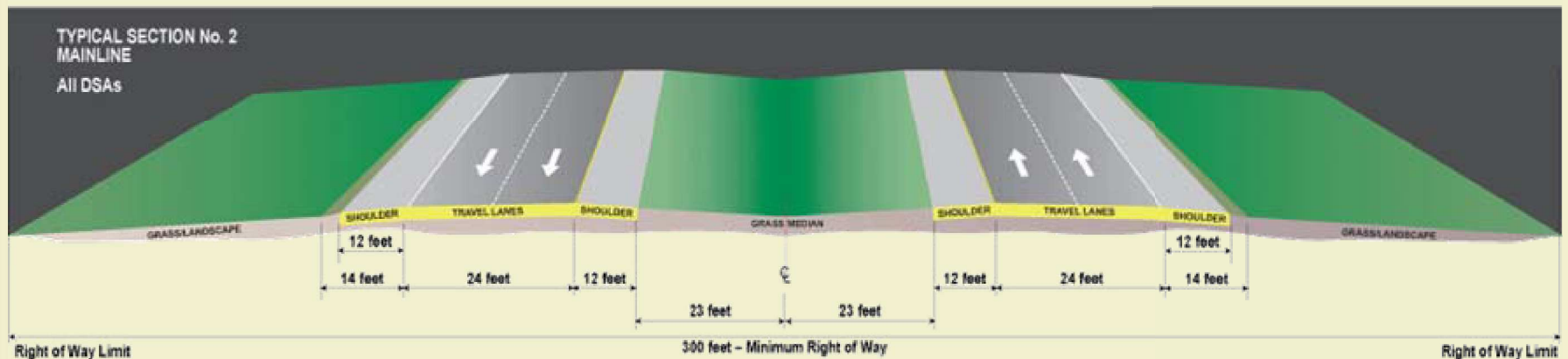




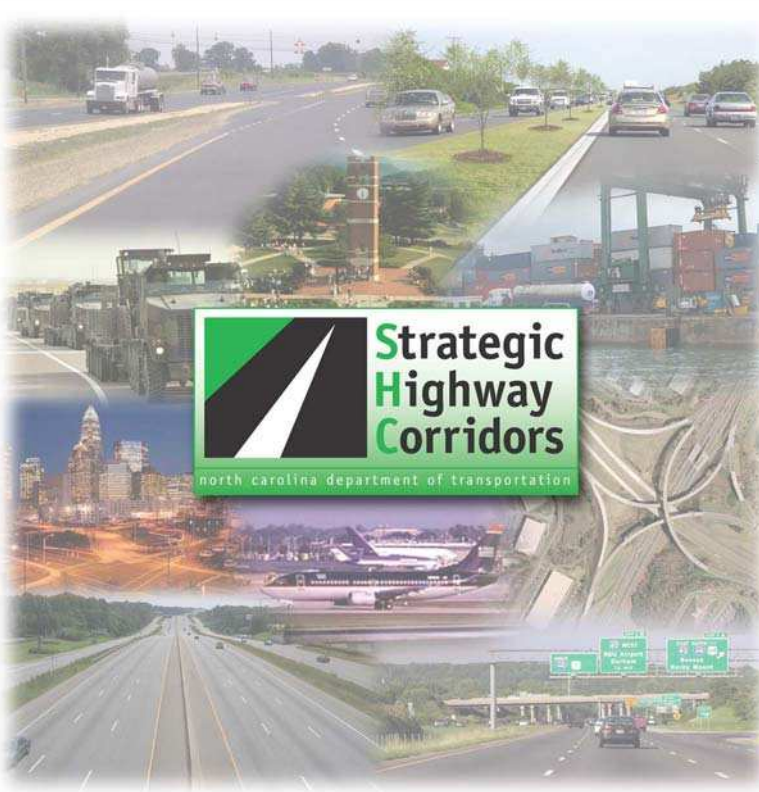
Gard
(Gas



Typical Sections



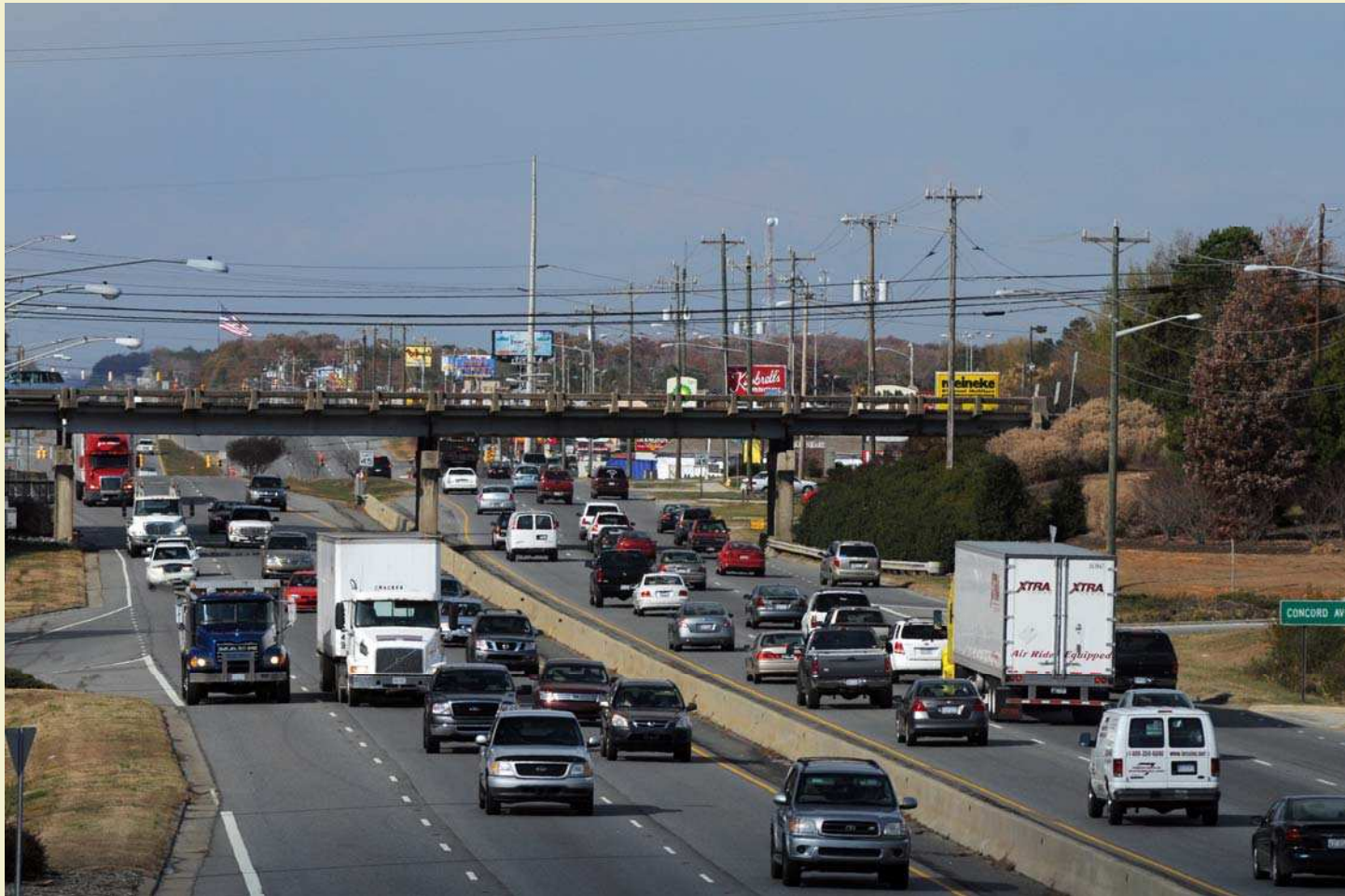
CONCEPT DEVELOPMENT REPORT



TRANSPORTATION PLANNING BRANCH
OCTOBER 2005

- **Improve Mobility and Capacity**
- **Allow High-Speed Travel**
- **Maintain Access along US 74**





How much will the tolls cost?

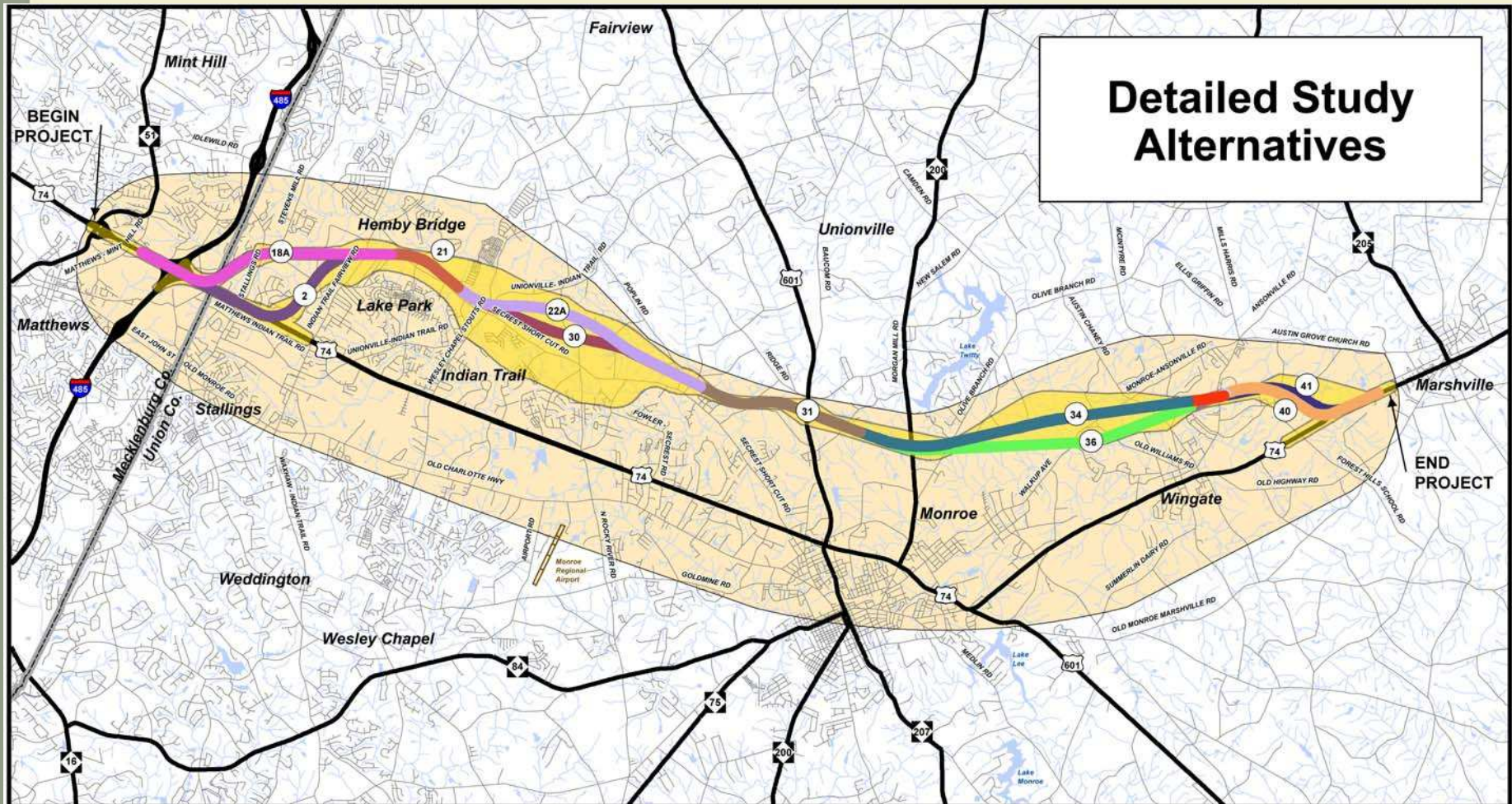
- **Based on a number of factors**
- **All toll revenue is used to finance, operate and maintain the road**
- **Tolls will typically range from 10 to 20 cents a mile**
- **Legislation requires that once the road is paid for, the toll be removed**



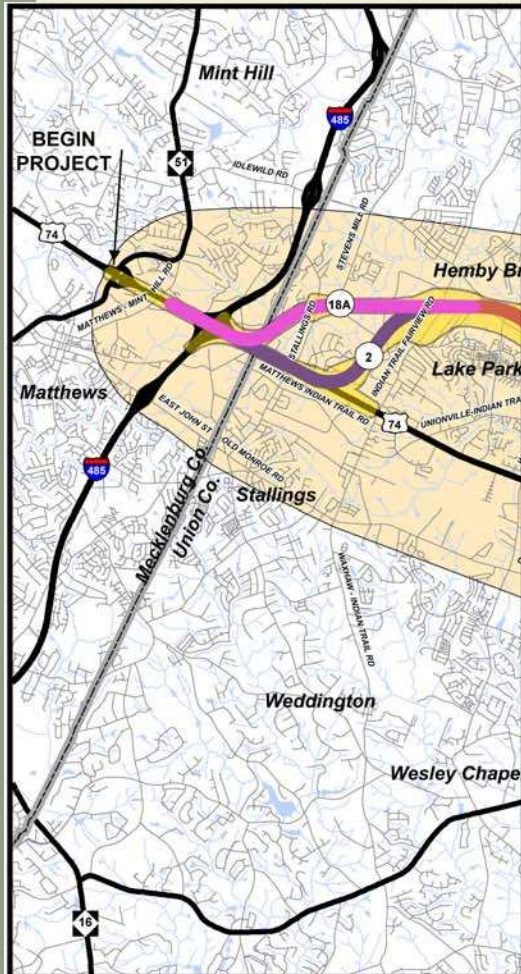
NCTA's ETC movie here



Project Location & Alternatives



16 Detailed Study Alternatives



NCTA Recommends Narrowing Alternatives Considered for Monroe Connector/Bypass

The North Carolina Turnpike Authority (NCTA) is studying ways to improve east-west travel in the US 74 corridor from I-485 in Mecklenburg County to just west of the Town of Marshville in Union County.

NCTA held Citizens Informational Workshops on June 25 and 26, 2007 to update the public on the project, obtain input on the project purpose and need, and introduce alternatives being considered for the project. Maps presented at the June 2007 Citizens Informational Workshops included 45 corridor segments, each comprised of a 1,000-foot wide study area. These corridor segments combined to form nearly 165 alternative routes between I-485 and US 74 near Marshville.

Using a three-step alternatives screening process, NCTA is recommending that all but 16 of the 165 alternative routes be eliminated from further consideration. The remaining 16 alternatives will be studied further as part of the Draft Environmental Impact Statement. The alternatives screening process and preliminary recommendations are documented in a Draft Alternatives Development and Analysis report, which is now available for public review and comment.

Maps showing the original study corridors and the results of the alternatives screening can be found on pages 2 and 3 of this newsletter.

Frequently Asked Questions about the Alternatives Development and Analysis Process

How were the corridors under consideration for the Monroe Connector/Bypass project developed?

Improvements in this area were studied previously by the North Carolina Department of Transportation (NCDOT) in the mid-1960s (east of US 601) and in the early 2000s (west of US 601). As a starting point for NCTA's study, all corridors considered during those previous studies were considered for the current study. A number of potential locations for the Monroe Connector/Bypass have been considered, including new locations, upgrading of existing roads, and combinations of new locations and upgrades. All corridors were shown in a project newsletter and at public workshops in June 2007.

How did public comment contribute to the project studies?

NCTA received more than 1,700 comments on alternatives under consideration, specifically regarding Corridor Segments 18 and 22. These corridors were developed many years ago as part of NCDOT's studies, and now impact large residential areas and other community facilities. Based on these potential impacts, as well as the public comments received, NCTA added Corridor Segments 18A and 22A to minimize direct impacts to these areas.

While public input is an important factor in evaluating alternative corridors, it is not the only consideration. Potential impacts to

natural and cultural resources must also be evaluated. NCTA and the Federal Highway Administration are required by federal law to study a range of reasonable alternatives. Therefore, NCTA has recommended Corridor Segments 18A and 22A be retained for further study, and Corridor Segments 18 and 22 be dropped from consideration.

What is the status of the alternatives screening process?

NCTA has completed the alternatives screening process and recommends 16 alternatives for elimination from further study. NCTA has prepared a report documenting the alternatives screening process and initial recommendations for which corridors to eliminate and which corridors to study further. NCTA has requested input on these recommendations from other members of the Study Team, including federal, state, and local resource and regulatory agencies. In addition, NCTA is seeking public input on these recommendations.

What alternatives are still under consideration and what happens next?

There are 16 alternatives, beginning at I-485 and ending at US 74 near Marshville, that NCTA recommends for further study (see map on page 3 of this newsletter). These alternatives will undergo detailed engineering and environmental studies over the next six to nine months. The results of these studies will be documented in a Draft Environmental

Impact Statement, which is scheduled to be available for public review and comment next summer (July 2008). Also next summer, there will be public workshops and a formal public hearing to gather public comments on the remaining alternatives.

Does NCTA have a preferred alternative?

No. NCTA does not have a preferred alternative at this time. A range of alternatives will be evaluated in the Draft Environmental Impact Statement. The preferred alternative is scheduled to be selected in Fall 2008 based on the results of the Draft Environmental Impact Statement, comments from members of the Study Team, and additional public input.

How can the public review the Draft Alternatives Development and Analysis report?

To review and comment on the Draft Alternatives Development and Analysis report, including NCTA's initial recommendations, please visit NCTA's website at www.ncturnpike.org/projects/monroe and click Newsletters/Documents on the left. Comments are appreciated by December 5, 2007. NCTA accepts comments at any time during the project study process. If you have questions or comments, please feel free to call the project hotline at 1-800-475-6402 or email monroe@ncturnpike.org.

Statement of Purpose and Need

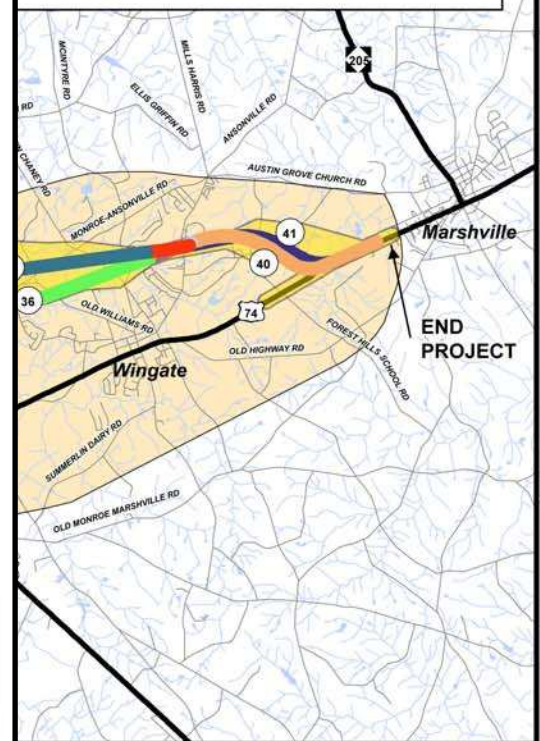
The purpose of the proposed action is to improve mobility and capacity within the project study area by providing a facility in the US 74 corridor that allows for high-speed regional travel consistent with the designations of the North Carolina Strategic Highway Corridor system and the North Carolina Intra-state system while maintaining access to properties along existing US 74. The Statement of Purpose and Need report is available in its entirety on the NCTA website at www.ncturnpike.org/projects/monroe.

Draft Alternatives Development and Analysis Report

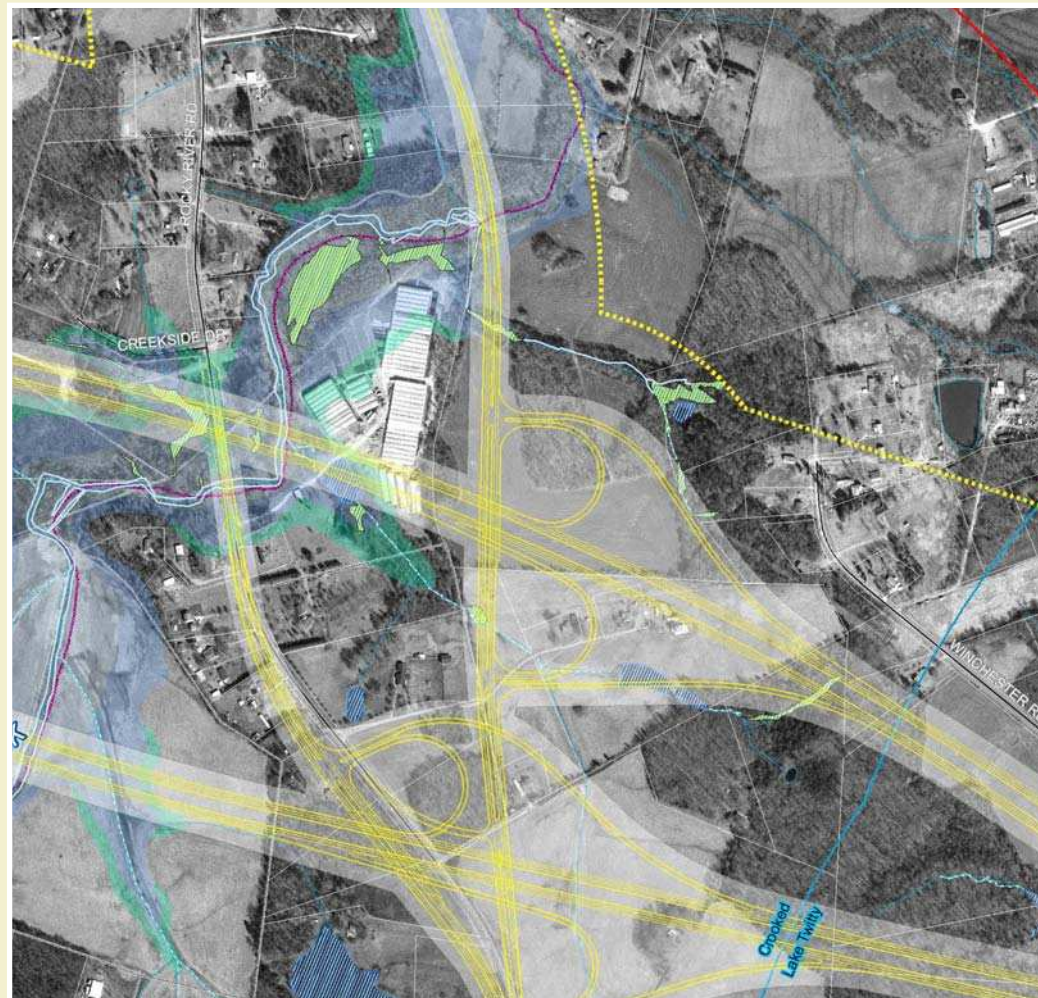
To review and comment on the Draft Alternatives Development and Analysis report, please visit NCTA's website at www.ncturnpike.org/projects/monroe and click newsletters/documents on the left. Please provide comments by December 5, 2007. You can submit comments via email to monroe@ncturnpike.org or mail correspondence to:

Jennifer Harris, P.E.
North Carolina Turnpike Authority
5400 Glenwood Ave., Suite 400
Raleigh, NC 27612

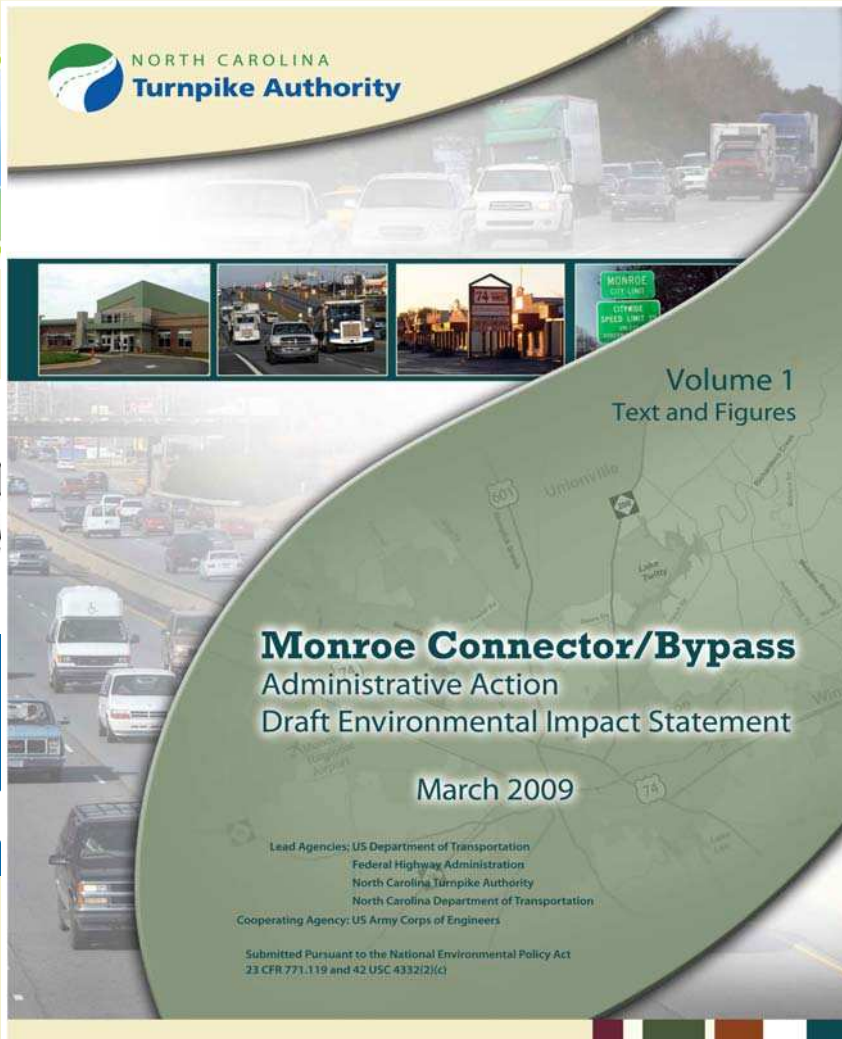
Detailed Study Alternatives



Functional Design Plans



What is a Draft EIS?



National
Records A

federal reg

vironmental consequences, and take actions that protect, restore, and enhance the environment. These regulations provide the direction to achieve this purpose.

§1500.2 Policy.

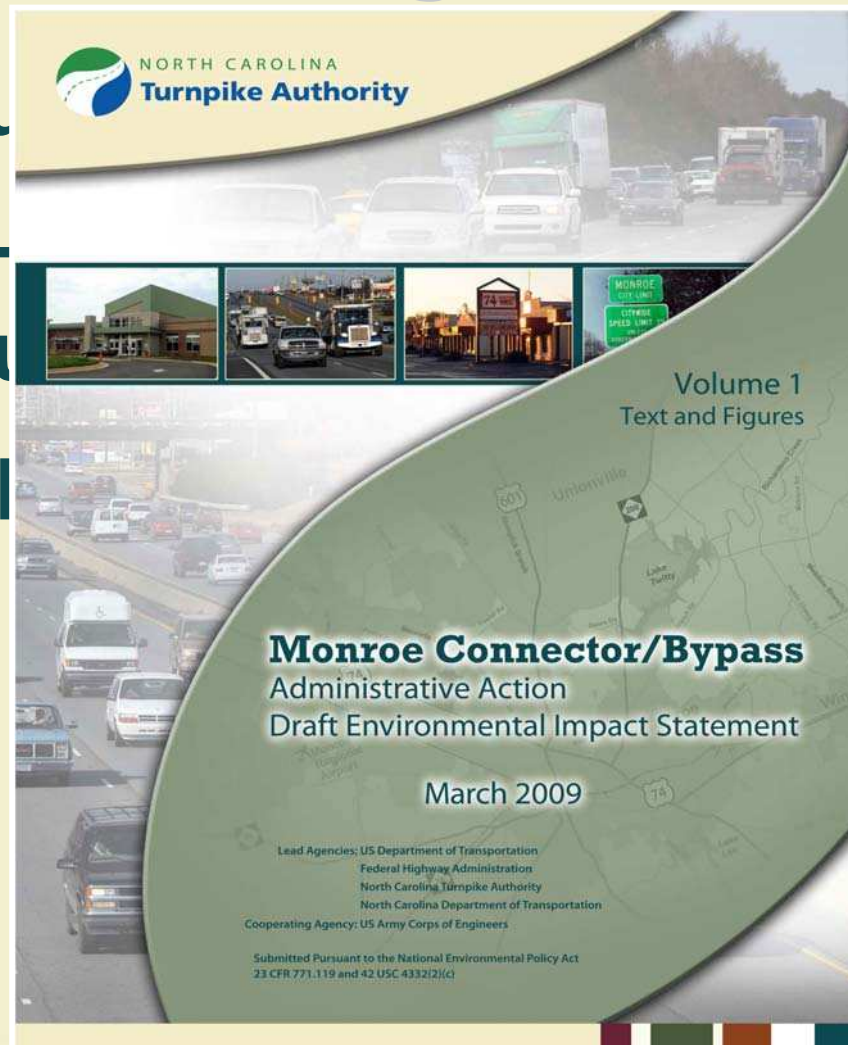
Federal agencies shall to the fullest extent possible:

(a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.

(b) Implement procedures to make the NEPA process more useful to decisionmakers and the public; to reduce paperwork and the accumulation of extraneous background data; and to emphasize real environmental issues and alternatives. Environmental impact statements shall be concise, clear, and to the point, and shall be supported by evidence that agencies have made the necessary environmental analyses.

Project Funding

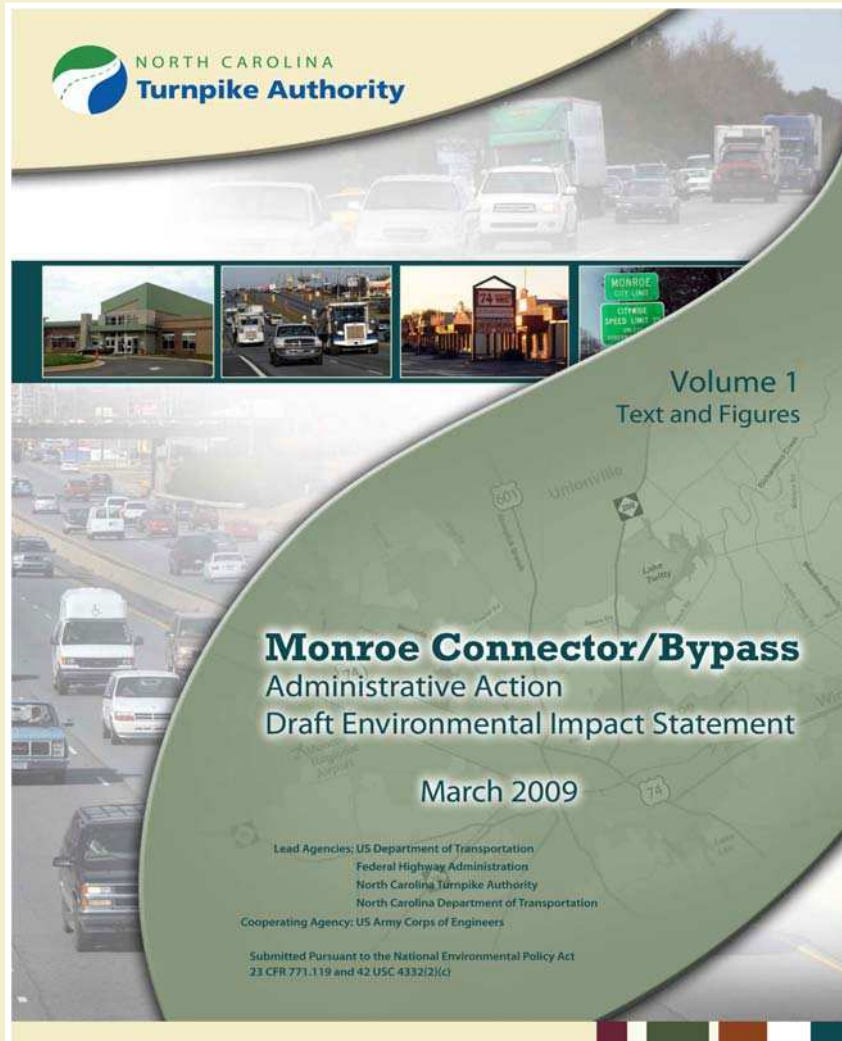
- Revenue
- TIFIA L
- STIP F
- GAP A



Who is involved in the project?



U.S. Department
of Transportation
**Federal Highway
Administration**



**US Army Corps
of Engineers.**



Monroe Connector/Bypass

DEIS approved March 31, 2009

FHWA-NC-EIS-09-01-D



Monroe Connector/Bypass From Near I-485 at US 74 to US 74 Between the Towns of Wingate Mecklenburg and

Federal Aid Project Number 4(90)
WBS Element 30001.1A1

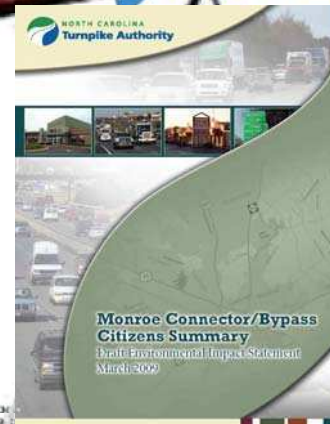


3/27/09
Date

3/1/09
Date

31 Mar 09
Date

John E. Sullivan, III, PE
Division Administrator
Federal Highway Administration



Date

3/27/09
Date

Date

3/27/09
Date

Date

David W. Bass, PE
Design Project Manager

Document Prepared For:
North Carolina Turnpike Authority

2-27-09

Jennifer Harris
Staff Engineer
North Carolina Turnpike Authority



Monroe Connector/Bypass

DSAs Evaluated By Project Impacts

- **Human Environment**
- **Physical Environment**
- **Cultural Environment**
- **Natural Environment**

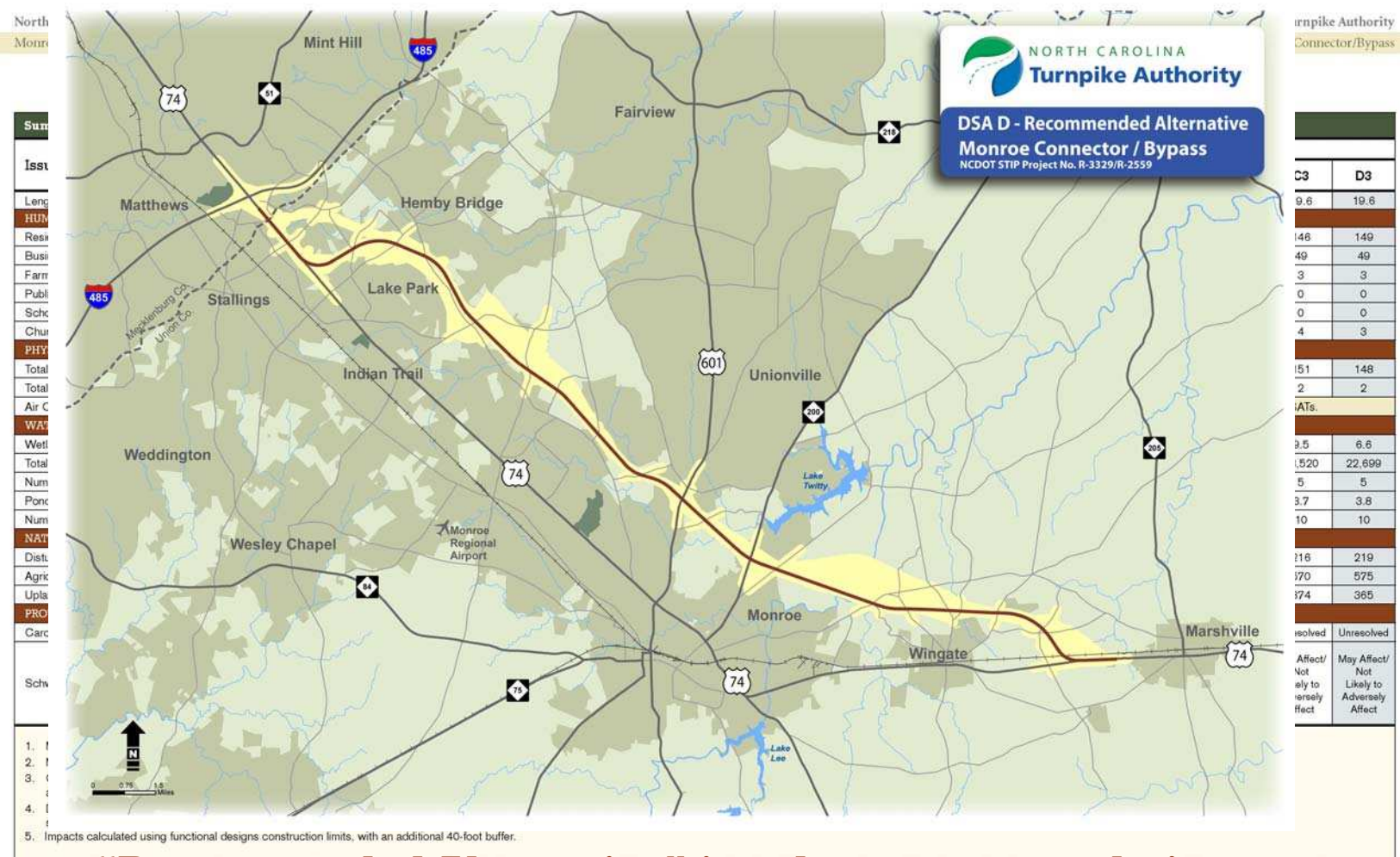


Proposed Sportsplex



Monroe Connector/Bypass

Recommended Alternative DSA D



“Recommended Alternative” is only a recommendation.

Segment 2 improves US 74



Monroe Connector/Bypass

What happens next?

- Review and evaluate comments
- Summer/Fall 2009 –
 Identify the Preferred Alternative
- Fall 2009 – Final EIS
- Spring 2010 – Record of Decision (ROD)
- Fall 2010 – Begin construction
- 2013 – Open to traffic



Right of Way Process

- **If affected, you will be contacted by a Right of Way Agent**
- **Appraisal made based on current market value**
- **Owners and tenants treated equally**
- **Owners rights explained clearly**
- **Just compensation paid for property**
- **Provide relocation advisory assistance**



Relocation Assistance

- Assistance in securing comparable housing is available
- Moving assistance provided and expenses may be paid for you
- Additional compensation available to:
cope with mortgage increases,
increased value of comparable home,
closing costs



Public Workshop Stations

- STATION 1 – This Presentation
- STATION 2 – Maps and Displays
- STATION 3 – Maps and Displays
- STATION 4 – Right-of-Way Acquisition Information
- STATION 5 – Aesthetic Design Team
- STATION 6 – NCTA Representatives



Participate in this Workshop



Talk with a team member



**Drop your comments
in the box**



E-mail your comments



Mail your comments

**Comments due
by June 15, 2009**

Monroe Connector/Bypass



June 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14 Flag Day	15	16	17	18	19	20
21 Father's Day Summer begins	22	23	24	25	26	27
28	29	30				



Thank you for attending the Monroe Connector/Bypass Pre-Hearing Open House and taking part in the North Carolina Turnpike Authority's transportation planning process.



Please proceed to Station 2.

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3 minutes**

**This slideshow will repeat in
2 minutes**

**This slideshow will repeat in
1 minute**